

Perspective from Electronic Chart and System Vendors on Inland Charts:

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We're going to have some vendors. And first up we have a number of vendors that are going to be telling about what they have and hopefully their perspectives on what would be an effective system and relationship with the user community on the inland waterways.

And as we have these presentations being made, I'd just like to mention some items to the industry, the users of the systems that you might be thinking about and considering as you hear these presentations. Issues like cost, is there any ceiling figure, any costs beyond which it just is not feasible to have these on the vessels? Space constraints, hardware accommodations within the wheelhouse of the vessel.

Chart management. The latest charts and the updates, how do you want to be able to access those? Would each vessel access those and download those from the Corps themselves? Would that be something that a central office might do for a fleet within a company? Is that something that you might consider having a vendor managing a portfolio system and disseminate out to all the vessels?

Data transfer to the vessel. What would be the most reasonable method of that data transfer? Wireless Internet, a CD at the beginning of a trip, or periodic delivery to the vessel, data radio, other.

Also, proprietary chart subscriptions for valuated features or customized performance, might that be something that you would be interested in having?

Direct read. You want to be able to just have your system work with the Corps files, S-57 files you pull down off the Internet. Would you be willing to pay a little bit more for that capability?

How much is radar integration worth in these systems? Is it important that these eventually satisfy carriage requirements, and must the IENC look the same as the paper charts?

